

A Serious Wreck Near Maxwell City

**Second Section of No. 1 Westbound, Leaves the
Rails Wednesday Afternoon—Entire Train
Derailed—Ten Passengers Injured.
Traffic Delayed 30 Hours.**

From the Raton Range.

The second section of westbound Santa Fe train No. 1 was derailed twenty miles south of Raton and eight miles this side of Maxwell City last Wednesday afternoon at 4:20 o'clock, the entire train leaving the track, ten passengers being injured and many others slightly cut and bruised.

The rear axle of the tender became loose, derailing the engine, tender and the entire train, turning all the cars over on their side, causing a panic among the 208 passengers, which was only quieted by the coolness of C. D. Brooks, of Denver, himself one of the injured and one other passenger. Women were crying and shrieking hysterically, children badly frightened and pandemonium reigned for a while. The heroic action of these two passengers prevented what might have been a more serious panic, for many in their excitement had broken the car windows and climbed out.

As soon as word of the accident reached Raton and Las Vegas wrecking trains and crews were hurriedly dispatched to the scene. Dr. Shuler, the company surgeon, accompanied the wrecker from this city, which also carried many laborers. In the meantime Engineer Norman and his fireman, who had bravely stuck to their posts, as well as Conductor Snook, in charge of the train and the train crew itself did all in their power to quiet and comfort the passengers and assist the injured.

The passengers were conveyed to Maxwell City where they were lodged in the depot, boarding houses and private residences until a relief train arrived from Las Vegas at 2 a. m., accompanied by Division Superintendent Kuro. The passengers were conveyed to the latter place, where those most seriously injured were taken to the hospital and the others continued on their journey. The track was cleared sufficiently to allow the passage of trains by 7 a. m. Thursday, but the debris was not entirely removed until several hours later.

Following is a list of the injured:

Mrs. Fannie Wilson, Youngstown, O.; forehead cut and contusion of abdomen.

C. D. Brooks, Denver; left knee badly contused.

Mrs. May Betts, Kansas City, Mo.; contusion of left leg.

Mrs. L. Dressell, Chicago; contusion of back.

Mrs. F. W. Frasier, Jubilee, Pa.; right thumb sprained and contusion of chest.

Cassie L. Decker, Flint, Mich.; contusion of back and left hip.

Mrs. Benjamin Shaw, Belleville, N. J.; contusion of back.

Miss Mary A. Bell, Toledo, O.; contusion of pelvis.

T. J. Johnston, Hamilton, Ont.; right wrist sprained and contusion of left elbow.

Alexander Mueller, Los Angeles; contusion of left thumb.

There were many Shriners aboard the train, bound from Philadelphia to Los Angeles, and a number of them were slightly cut and bruised. Of this number ex-Potentate Shaeffer and Herman Rehborn, representative to the Imperial Council, both from the city of Brotherly Love, were perhaps the most seriously hurt.

All traffic was delayed for from twelve to fifteen hours, one train load of Shriners being held at Dillon and a number of other trains at Raton all night. The damage to the rolling is estimated at about \$5,000, the damaged cars being removed to Raton.

Train No. 2, eastbound, due in Raton 6:15 Wednesday evening, arrived shortly after 7 o'clock Thursday morning, being detoured via the Rocky Mountain road.

Trainmaster J. E. McMahon, of the second district, located at Las Vegas, arrived at the scene with the wrecker from that city and took personal charge. In all about two hundred men were engaged in clearing away the wreckage.

The wrecking crew that went out from this city was in charge of Conductor Carmien, and left about 5:30 Wednesday afternoon and returned early in the afternoon of the following day.

The Life of Big Guns.

With the invention of smokeless powder for use in the big guns of warships and coast defenses, a problem presented itself to ordnance officers which was unknown to their predecessors of the days of black powder and smooth-bore guns. The problem is the prolongation of the life of the guns. All modern artillery is rifled; that is, each gun has a series of spiral grooves cut on its interior surface. The grooves impart a spin to the projectile, as it is forced from the gun, and the effect is to keep the point headed forward. By this means its range, accuracy and penetration are enormously increased. The great value of smokeless powder is the increased velocity which it gives to the shell, but velocity is attained at the expense of a tremendous increase of temperature of the burning gases. The high temperature, in turn, erodes, or burns out, the metal of the gun itself, so that the rifling at the breech is soon destroyed. The gun then becomes inaccurate and therefore useless. The war department of the United States has found that the big 13-inch guns now mounted in most of the seacoast defenses are good for no more than 60 shots before they are worn out. The expense of the guns is so great that this is a serious matter. The striking force of the projectile cannot be reduced without weakening the defenses of the country. But the war department thinks it has found a way out of the difficulty. Striking force is the product of the mass, or weight, of the projectile multiplied by the speed with which it travels. In order to lengthen the life of coast-defense guns the pressure, which means speed, must be reduced. To maintain the same striking force, accordingly, the mass of the shell must be increased. The war department, says Youth's Companion, is planning to substitute 15 or 16-inch guns for the 13-inch guns now in use. In this way the same range and penetration will be preserved, and the life of the guns advanced from 60 shots to 120.

Weight of the Planets.

If a ham weighing 30 pounds were taken up to the moon and weighed there the "pull"—the attractive force of the moon upon the ham—would amount to only five pounds. There would be another weight of the ham for the planet Mars, and yet another on the sun. A ham weighing 30 pounds at New York ought to weigh some 800 pounds on the sun's surface. Hence the astronomer does not speak of the weight of a planet, because that would depend upon the place where it was weighed. But he speaks of the mass of the planet, which means how much planet there is, no matter where it might be weighed. At the same time, says Current Literature, we might, without any inexactness, agree that the weight of a heavenly body should be fixed by the weight it would have in New York. As we could not imagine a planet in New York, because it may be larger than the earth itself, what we are to imagine is this: Suppose the planet could be divided into a million million million equal parts and one of these parts brought to New York and weighed. We could easily find its weight in pounds or tons. Then multiply this by a million million million and we shall have a weight of the planet. This would be equivalent to what astronomers might take as the mass of the planet.

The kaiser sometimes, when out hunting, leads the simple life. He has a primitive shooting hut near Syttkehmen. This hut is constructed of plain fir boards, covered with bark, and hidden away in a green wood. A magnificent antler towers over the entrance, while the furniture consists of a deal table and chairs, with a few hooks in the wall for overcoats. In this secluded retreat the kaiser, the empress, and the Princess Victoria Louise, regale themselves with potatoes, which they roast for themselves in the embers of the wood fire made of dry fir branches.

Robert Ambler Bruce, who was born before George Washington died, who saw the meeting between Admiral Decatur and Napoleon at St. Helena, and who is a hero of half a dozen wars, is still living in Richmond, Va., at the age of 106. He entered the navy at the age of 13 to serve in the war of 1812, and was at 15 on Decatur's flagship when it visited St. Helena in 1814. Mr. Bruce is a descendant of Pocahontas.

It is up to Uncle Sam to govern the about-to-be Japanese island of Hawaii so wisely and well that the people will notice how much of an improvement the government is over the home government of Japan.

The Cincinnati woman whose husband, although making \$10,000 a year, bought her but six dresses in 14 years wasn't very bright or she would have had six more sent up C. O. D.

Now that the language of the old Nubians has been found, it will remain to be seen whether they had adopted the simplified spelling.

The kaiser is not vested with the veto power, but he has a good right to it.

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Bring in Your Samples

A. T. McIntyre, president of the Deep Tunnel Mining and Milling company of Elizabethtown, is collecting ore to place in cabinets to be placed in the depots at Raton. The following letter to the Prospector explains the matter quite fully:

Elizabethtown, N. M.,
February 14, 1907.

Red River Prospector,
Red River, N. M.

Dear Sir: I am collecting mineral specimens from Elizabethtown and Red River, to be placed in cabinets, one at Santa Fe depot and one at the St. Louis, Rocky Mountain & Pacific depot in Raton, to advertise the Red River and Elizabethtown mining districts. If the miners of Red River will donate specimens, labeled, showing what property they are from, they will be placed in the cabinet just as they are labeled. Please bring or send them to A. T. McIntyre, and leave at the postoffice in Elizabethtown. Hoping the people will see the good of this and respond quickly, I am yours truly,

A. T. MCINTYRE.

Any ore left at the News and Press office in Cimarron, or handed to Arthur O'Sullivan, will be forwarded to Mr. McIntyre.

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CURRY APPOINTMENT PERSONAL ONE

Washington, May 2.—The New Mexico delegation now in the Capital consisting of Frank W. Clancy and Neil B. Field, of Albuquerque, was received by the President this forenoon, and Clancy and Field were treated with much urbanity and suavity by the President. President Roosevelt stated that the appointment of Captain Curry as Governor of New Mexico was absolutely personal; Captain Curry had been absent from New Mexico eight years, was not interested in any political faction in the Territory, and assured them that as Governor, Captain Curry would give the Territory and its people an honest and good government. The President did not care to discuss the matter any more. He knew the facts and phases and would not consider it again. President Roosevelt thanked them for calling and paying their respects and bade them "good day."—Santa Fe New Mexican.

Congress Made Appropriations.

Washington, May 1.—According to the volume of appropriations made, new offices created, etc., during the last session of congress, just completed by Thomas P. Cleaves, clerk of the senate committee on appropriations, and James C. Courts, of the house committee on appropriations, the appropriations of the session were \$920,798,142.

In addition to the specific appropriations, contracts were authorized to be entered into for public works requiring future appropriations aggregating \$67,937,330, of which over \$49,000,000 is for river and harbor improvements and almost \$16,000,000 for battleships, torpedo boats, etc. The largest appropriation carried by any one measure was \$212,091,193 for the postoffice bill. The naval bill carried \$98,958,507, the army bill \$78,634,582 and the pension bill \$146,143,000. The new offices authorized are 18,993 in number, at an annual compensation of \$12,716,184. Of these 4,770 were for the postal service, in-

cluding 3,385 clerks in postoffices, and 1,230 railway postal clerks.

The net number of salaries increased is 16,434 at an annual cost of \$2,949,353. This number includes increases in the salaries of the vice president, speaker of the house, nine cabinet officers, ninety senators and 396 representatives and 14,272 employees of the railway mail service. The annual compensation of 19,900 clerks in postoffices is increased in the aggregate \$2,100,000; the annual salaries of 24,227 city letter carriers are increased about \$2,000,000, and 36,900 rural carriers are increased from \$720 to \$920 each, at an annual cost of \$6,647,000.

And the Blacksmith Assisted.

A rather humorous incident in connection with the wreck on the Santa Fe near Maxwell City Wednesday afternoon was the fact that Joe Burns of Maxwell City, a passenger on the ill fated train, broke his leg, which happened to be a wooden one. He was discovered in Maxwell City some hours after the accident, in the shop of a local blacksmith, who was endeavoring to repair the break, but with what success, has not been learned.

It is stated that Mr. Burns intends to put in a claim for damages.

Commercial Club at Clayton.

A commercial club has been organized at Clayton, the county seat of Union county. Nearly a thousand dollars have been raised for the enterprise, and it is expected to swell this amount. The town will be in gratifying.—The Evening Citizen.

Three hobos were lodged in the city jail at Albuquerque Wednesday night, charged with breaking a seal on a freight car a short distance from Grant's station. The Santa Fe has been having considerable trouble with car thieves of late in that vicinity and it is probable that an example will be made of these men.